

LOG OF A TRIP DOWN EAST, CONCLUSION -- FROM SEARSPORT TO HOME

At her home in Searsport, Mrs. Lincoln Colcord has her husband's fine library of nautical books, and two half models: the bark B. COLCORD, built at Searsport in 1851, and the topsail schooner MEXICAN, 117 tons, built at Millbrook, Maine, in 1835.

From Searsport, we retraced our course back up U.S.1. At Camden, we found all Captain Frank Swift's fleet of dude sailers, as listed on p.13 of LOG CHIPS, as well as the schooner MAGGIE. "Cattle boats" the natives call these now, we were told. The MABEL (p.56) now is a mastless hulk. Also in port with a load of stone was the PROGRESS, built at Deer Isle, Maine, in 1922 as a schooner, but now a full-powered motorship out of Stonington, Maine.

We took a side trip at Rockland, going down to Owls Head (where the half-brig NEWSBOY was built), which can be regarded as the western headland of Penobscot Bay.

Back in Bath, we dropped down to Phippsburg, where an old brick store building still marks the site of C.V. Minott's shipyard, and then looked up Walter H. Bowker in Bath. Mr. Bowker, who at 74 is the last of the Kennebec wooden shipbuilders, told us something of the art of schooner building, which he and his father carried on from 1890 to 1921 at Phippsburg.

Commenting on how few builder's models are left, he remarked how a single model might serve for a great many vessels of various size. Once a satisfactory design was found, the model could be lengthened by adding more frames amidships in the dead flat -- the "bullseye", he called it -- or deepened by extending the top timbers. Once molds were worked up, they were not uncommonly passed around among different builders to save further mold-loft costs. During World War I Mr. Bowker worked out molds that were shipped to ports as far apart as Boothbay and Mobile, and he still owns a set in an attic at Phippsburg, from which Fields Pendleton built a schooner after World War I.

Continuing west, we found the Newburyport Historical Society closed for the winter. At the Public Library are a fine modern rigged model of the packet DREAD-

NAUGHT (suffering a little from too much steam heat), an unidentified builder's model, and the half model of the bark HELLESPONT, built at Newburyport in 1865 by John Currier 3d. There is a large marine painting in the Library, which was described to us as "CONSTITUTION vs GUERRIERE", but which proved on closer inspection to be a bark-rigged steamer of the early 1850's taking off the people of an emigrant ship after a collision.

Back at Gloucester, we found a hulk in the Annisquam Canal, which could only be the remains of the big sloop ALBERT BALDWIN, but although one can still walk on her deck, there is not much left of her. In Gloucester Harbor was the schooner EXPEDITION, built at East Boothbay in 1901 as SADIE M. NUNAN, an old-timer with a clipper bow.

At this point we struck inland, so that the girls (two of whom had just flown over the Rocky Mountains) could see the Berkshires. First stop on the way was at Andover, where the Addison Gallery of Art at Phillips Academy has a notable collection of ship models. All to the scale of 1/48, these models are intended to represent the history of the American merchant marine, and a good job of it they do with a minimum of relics to bewilder the viewer. There is a splendid four-masted schooner, the Kennebunkport-built SAVANNAH of 1901, but the caption on FLYING CLOUD should be changed to show that her 89-day passage was from New York to San Francisco and not the other way. A noticeable gap in the collection is any representative of

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the early 18th Century, and we suggest to the Gallery that they reproduce the Portsmouth AMERICA at 1/48 scale, rig her, and add her to their display.

Pushing on, we reached tidewater again on the left bank of the Hudson, not far above Hyde Park. The Franklin D. Roosevelt Museum and the Roosevelt mansion between them have a fine collection of naval prints, but the models in the Museum were a disappointment. Roosevelt evidently was a bargain-hunter, and collected with an uncritical eye: for example there are three HARTFORDs, all differing in important details. Perhaps the best model of the lot is a crooked-stern junk (a gift from China).

We crossed the Hudson at Poughkeepsie, and ran down the right bank to West Point. One of the principal Maritime Commission lay-up grounds is along here, and it is amusing to see the number of tourists stopping for perhaps their first look at a seagoing ship, and hitting the jackpot by seeing several hundred at once. Renters of binoculars seem to be doing a brisk business.

Our route now took us across northern New Jersey; Bucks County, Pa.; through Philadelphia; and toward Baltimore. Beached at Havre de Grace, Maryland, but still rigged and in good shape is the three-masted "ram" GRACE G. BENNETT, built at Bethel, Delaware, in 1893.

At Baltimore we found laid up the two-masted schooner NORTHERN LIGHT, which was built for Arctic voyaging at Oakland, California, in 1927 for John Borden of Chicago. Fort McHenry is well worth a visit, for beside a splendid view of the harbor, there are to be seen a lot of post-Civil War ordnance, a good exhibit of small arms, and a museum whose nautical exhibits consist of a photostat of the sail plan of the three-masted schooner FLYING FISH (1805) and some relics.

We were now an hour's drive from home, and after a quick look at Annapolis we rolled back toward Washington, to rejoin the ranks of the bureaucrats.

THE SHIPBUILDERS OF HUMBOLDT BAY

This series will be resumed in an early issue of LOG CHIPS. We are now working on a compilation of the vessels built by H.D. Bendixsen and the Bendixsen Shipbuilding Company, numbering well over 100 vessels, and will follow it with an account of the Rolph Shipbuilding Company.

THE GRAND BANKS SCHOONERS OF PORTUGAL

We recently saw a copy of "Journal do Pescador" of Lisboa, from which we learned that now building at Deest, Holland, for Portuguese owners is an auxiliary schooner of 950 tons to be named SANTO ANDRE. A Grand Banks codfisher, she will be the largest of her kind in the world.

In the same issue are photos of 15 of the sailing vessels and auxiliaries now operating out of Aveiro, Porto, and Figueira da Foz to Newfoundland waters. A couple appear to be new vessels not listed in "Lloyd's Register". Except as noted all the following are fully rigged with topmasts and bowsprit:

ADELIA MARIA, four-masted auxiliary (baldheaded knockabout). Owned by J.M. Vilarinho of Aveiro.

ANA MARIA, three-masted schooner. As ARGUS, built at Dundee, Scotland, in 1873. Wood; 271 tons.

AVIZ, auxiliary four-masted schooner, 523 tons, built of wood at Aveiro in 1939.

CONDESTAVEL, four-masted auxiliary (baldheaded knockabout). Owned by Cia. de Pesca Transatlantica, Porto.

CRUZ DE MALTA, auxiliary three-master. Built at Aveiro in 1921; wood; 296 tons.

ILHAVENSE 2^o, auxiliary three-masted schooner, built of wood at Aveiro in 1918; 284 tons.

INFANTE DE SAGRES TERCEIRO, wood auxiliary three-masted schooner, 329 tons, built at Nazare in 1921.

JULIA I, three-masted schooner, 250 tons, rebuilt at Figueira da Foz in 1894; wood.

JULIA QUARTO, auxiliary three-masted schooner, built of wood at Figueira da Foz in 1915; 260 tons.

LABRADOR, wood auxiliary three-masted schooner, built at Korsør in 1919 as SKJOLD (later LYDIA). 307 tons.

NAVEGANTE SECONDO, wood auxiliary three-masted schooner, built in 1912 at Fao; 298 tons.

NOVOS MARES, wood auxiliary four-masted schooner; built at Aveiro in 1938; 434 tons. (ex VOADOR)

PACOS DE BRENDAO, wood three-masted schooner, built at Marystown, Newfoundland, 1920, as GENERAL RAWLINSON; 213 tons.

SANTA ISABEL, wood auxiliary three-masted schooner, built in 1929 at Aveiro; 345 tons.

SENHORA DA SAUDE, aux. 4m. sch., built 1920 at Nordby Færø as HELGA; 427 tons; wood.

THE CLOONEY CONSTRUCTION & TOWING Co.

In working out the list of four-masted schooners just completed in LOG CHIPS, we ran across a couple of vessels built by the Clooney Construction & Towing Co. of Westlake, Louisiana, whose status -- whether schooner or barge -- seemed in doubt. Pursuing further, we have the following list of hulls turned out at this shipyard between 1915 and 1920:

1915		
Name	Rig	Tons
ANKLA	Schooner-barge	285
VASKA	Schooner-barge	285
1916		
W. E. MAXSON	Barge	945
GEO. T. LOCK	4m.Schooner-barge	801
SARA E. TURNER	Auxiliary 4m.Sch	739
T. G. POWELL	Gas screw	142
TAMBOYACHE	Steam stern-wheel	185
VERDA E. TURNER	Auxiliary schooner	449
1917		
A. H. OLWINE	2m.Schooner-barge	1077
ALLA G. TURNER	Auxiliary 4m.Sch	677
HELLAS	3m.Schooner	581
IRMA	3m.Schooner	614
JAMES M. HUDSON	Barge	1011
N. E. TURNER	Auxiliary schooner	724
PACIENCA	Steam stern-wheel	313
1918		
COL. KEITH	2m.Schooner-barge	884
1919		
JESSE C. BARBOUR	Schooner	1908
MAJOR SLACK	Steam stern-wheel	183
1920		
PANUCO	Steam stern-wheel	433

The trades for which the various barges and schooners were built are not easy to determine at the present time. IRMA and HELLAS seem to have been sea-going vessels, built for the American Cargo Transport Co. of Lake Charles and New York City. W.E.MAXSON was owned by her builders.

GEO T.LOCK was owned by the Aiken Towboat & Barge Co.of Pensacola, as mentioned in the story following this. OLWINE and HUDSON were owned by the Eastern Transportation Co.of Wilmington, Del., and classed for coastwise towing only.

COL.KEITH was owned by the Gulf Export & Transportation Co.of Port Arthur. JESSE C. BARBOUR we have not yet traced. The four TURNER's seem to have been built for the Vinegar Bend Lumber Co.of Mobile, but changed hands rapidly when new.

In answer to a question concerning these vessels, a Gulf shipping man wrote

us as follows:

"Do not worry about those Westlake barges and so-called schooners, since they were as much like a schooner as a hog would be like a race horse. All the TURNER's were bald head schooners with power in them, and they had lots of trouble getting their bows down. The rest were barges, and were handled for a while by John A. Merritt & Co.

"I happened to write Clooney one time about building for me, but he would only quote on his own plans."

THE PENSACOLA BARGE TRADES

Mr.F.F.Bingham of Pensacola has sent us the following notes:

Back in the '80's there was quite a trade in two- and three-mast schooners carrying lumber, and then coal, from Pensacola to Texas points. One of the 3-masters was the AJAX of Indianola, Capt. Bill Northup. This trade gave way to barges. At first they were owned by the Louisville & Nashville with a 361-ton tow boat, the CARBONERO. The barges were cut-down square-riggers, the victims of mishaps. They included the GREGG and REBECCA GODDARD.

The L & N also had the PENSACOLA, a British-built steamship of 1696 tons, in the Pensacola-Galveston coal trade. In the winter, several schooners engaged in the L & N coal trade, making several trips each. There was a four-master that kept up with the PENSACOLA. There was also the barkentine JENNIE SWEENEY, Capt. Hudson, a long-whiskered old hard-head. He had a row with a tug over a towage charge, and swore he would never pay another Pensacola tug a penny. And he didn't. He would dock his vessel and take her to sea under sail power only.

Frequently a tug would lose its barge or barges in the Gulf, and they would drift around for weeks before being picked up. Capt.E.E.Saunders got into this trade with the tugs ECHO, STELLA, JUNO, and NELLIE. ECHO is still running in Mobile and JUNO, now diesel driven, is still owned here in Pensacola.

As this trade petered out, the L & N disposed of CARBONERO and PENSACOLA, and beached its old hulk-barges over in Navy Cove. Capt.Saunders stuck to it, and developed the St. Andrews Bay and St.Joe Bay to Cuba trade. He slowly abandoned the old hulk scheme and had flat barges built, carrying most of their cargo on

deck, 250,000/300,000 feet. The Aiken fleet included some of these. There were the CONSUL, PETER, ERNEST, DINTY MOORE, BOBBY HO, AINSLEY, DOUGLAS, JACKSON, and TEDDY. They put the schooners out of the north-side-of-Cuba business.

Capt. Aiken also had the McGAUGHEY, an iron hull, and was flying high (he thought) when he acquired the new 4-mast schooner GEORGE T. LOCK, built at Lake Charles, La. She was complete except for topmasts when towed over to Pensacola. The great surprise came when it was discovered that the scoundrel would not tow. About the only way she could be hauled was to place her ahead of two barges.

Aiken also acquired the PALAFOX, a 3-mast motor schooner of 663 tons, after she had proven a failure as a motor schooner. Another was the four-masted auxiliary schooner GUANACASTE, built in 1917 at Portland, Ore. She wound up more or less in distress in St. Andrews Bay, and was bought by the Aiken Towboat Co.

The trade to Cuba was in lumber only, no return cargo (barring smuggled liquor and aliens). Most of the export sawmills cut out around here in the early '20's, and the big trade ended. One by one the surviving hulks and barges were anchored at Bay Point and soon filled.

There is now a Cuban-owned line of 4 or 5 steamships doing a good business between Pensacola and Cuba, cargo both ways.

ADDENDA TO LIST OF FOUR-MASTERS

The following additional corrections have turned up to the list of four-masted schooners built on the East Coast:

WALKER ARMINGTON, JWTG, 913 tons, steam auxiliary built 1882 by Goss, Sawyer & Packard; and JOHN C. HAYNES, KNSR, 1346 tons, built 1898 by Washburn Bros., Thomaston, should be added.

Delete STILLMAN F. KELLEY, KVBK (a three-master).

Goss & Sawyer, or G., S. & Packard, built ELLIOTT B. CHURCH, JWCS, p.6.

The New England Co. built ADDIE M. ANDERSON, KHPG, p.18.

George E. Carrier built HORACE M. MACOMBER, KHSF, p.18.

The list of four-masted schooners built on the West Coast is commenced on a later page of this issue. It is headed by VICTORIA, converted from a barge in 1864 for the trade from San Francisco to the Colorado River mouth.

MORE ON BIG SLOOPS AND SCHOONERS

Further research on the large sloops owned at Providence, R.I., in the 1850's indicates that these vessels were all engaged in a regular packet service between Providence and New York. Dipping into the Providence "Journal" for 1852, we learn that there were then two lines in the trade, the Merchant's Line of Franklin Chase, running the SEA WITCH, WM. H. SANDFORD, BLACKSTONE, THOS. B. HAWKINS, FASHION, and CHASE with a sailing each Wednesday and Saturday; and Bowen's Line offering tri-weekly sailings with AMERICA, RHODE ISLAND, FREDERIC BROWN, OREGON, WM. H. BOWEN, HARVEST, POINTER, and THOMAS HULL.

These were all sloops, between 94 and 148 tons. Seth Padelford (LC p.12), who later was principal owner of many of the above, was in 1852 a retail grocer in Providence, with a share in each of W. H. Bowen's fleet.

Successfully meeting both rail and steamboat competition in 1852, the packet sloops brought to Providence large cargoes of cotton, flour, corn, oats, and "merchandise". Since these vessels sailed in the protected waters of Narragansett Bay and Long Island Sound, being exposed to the open Atlantic only when rounding Point Judith -- and even then protected against sea from all directions except south and southeast -- they were rigged as sloops, whereas seagoing vessels of their size used the safer but slightly slower schooner rig. There has been a similar distinction right up to the present between "Sound" steamers, and the more rugged types that trade outside Sandy Hook or around Cape Cod.

As a candidate for the title of largest 18th Century American sloop, we advance STORK, 141 tons, built at Salisbury, Mass. in 1797 and converted to a brig in 1819. STORK was owned in Salem from 1815 to 1830.

He spent some time in Belleville and Newark lately, seeking more information on Jerolomon's big two-masters (LC p.28). Except for finding a Joralemon Street in Belleville, we learned very little. A search of N.Y. "Herald" files for 1857, however, shows that they were running to New York with cotton from Savannah, Mobile, and Charleston. ROBERT CALDWELL was operated by McCready & Mott, and WALTER RALEIGH and LANGDON GILMORE by G. R. Gilmore & Co.

SAILING SHIP NEWS

ALBATROSS, Swed. aux. 4m. tr. sch. Dec '48-Jan '49 trading between Göteborg and Grimsby and Lowestoft.

ALMIRANTE SALDANHA, Braz. aux. 4m. tr. sch. Arrived San Francisco 6 March 1949. Has also been at San Diego this trip. Her rig is best described as that of "four-masted topsail schooner setting a standing squaresail in place of a gaff foresail."

C.A. THAYER, 3m. sch. Was fitting out in March for the 1949 codfishing season.

C.S. HOLMES, 4m. sch. Converted to a barge at Seattle last year, she was abandoned by her owner after losing a large sum on one trip to Alaska.

CALBUCCO, Pan. ship. Has been broken up at Genoa. The Mariners Museum has saved her wheel and figurehead.

CAP PILAR, Brit. bktn. Seligman's world cruiser. Currently laid up at Wivenhoe with fore topmast gone.

CHARLES R. WILSON, 3m. sch. Reported still in good shape in Puget Sound.

CONSTITUTION, U.S. frigate. A bill (S134) has been introduced to provide for her preservation in a permanent berth at Newport R.I. at a cost of \$350,000. The Navy reports it will take \$1.8 million for the job, and chances of passing the bill appear slim.

CRISTOFORO COLOMBO, Ital. aux. tr. ship. Has been delivered to the USSR with other Italian fleet units.

DANMARK, Dan. aux. tr. ship. 14 Sept. 1948 left Port Elizabeth for Cape Town; 8 Jan. arr. St. Helena; 12 Jan. sailed; at Azores in March.

DIAMOND HEAD, barge. Built London 1866 as ship GAINSBOROUGH, she has been an oil barge at Lake Union, Seattle, for many years, and is now for sale.

GJØA, aux. sloop. 8 March 1949 restoration completed at San Francisco, when her new mast was stepped, with two dimes and 3 øre under the tenon. Only the keel, 13-hp engine, winches, and bilge pumps remain of the original GJØA. Cost of work: \$34,803.

GRACIE S., aux. 2m. sch. To sail 20 June for the north end of Vancouver Island on her first summer cruise.

JOHN A., barge. Late 3m. sch. Reported beached and burned at Mukilteo, Wash.

SAMAR, barge (ex 4m. sch). Now serving as warehouse of Pacific Towboat & Salvage Co., Los Angeles Harbor.

SANTA CLARA, aux. sch. (ex IRENE MYRTLE). Was in port at Miami recently, under

Cuban flag. Only the bowsprit and fore and main lowermasts are still in place.

SOPHIE CHRISTENSON, 4m. sch. Now lying beached at Paulsbo, Wash., with the tide in her hold.

STAR OF INDIA, bark. Now a marine museum at San Diego, Calif. Only her fore and main lower yards are still crossed. Topmasts are housed, and topgallant masts are sent down. She was so dismantled by the Navy during the War to diminish chances of naval aircraft colliding with her rigging.

(With thanks to Gordon P. Jones, and acknowledgements to "Sea Breezes", "Maritime Review" and "Spindrift")

CURRENT BIBLIOGRAPHY

ANDERSON, John, "The last survivors in sail", London, Percival Marshall; 71 pp, ill; 1948. Completely new edition of the book first issued in 1934, and an excellent three shillings' worth.

ANDERSON, John, "Coastwise sail", London, Percival Marshall; 69 pp, ill; 1948. Another excellent little book for those interested in British Isles coasting schooners.

BOOTH, J.H. Lawson, "The sea casualties on the Southport coast 1745-1946", Botanic Gardens Museum, Southport; 47 pp.; front; 1947. Sixpence. Details of 300 wrecks on a thirty-mile stretch of the north side of the Mersey Estuary.

BURGESS, Robert H., "The Chesapeake pine-apple trade", Chesapeake Skipper, pp. 6, 32-33, April 1949; ill. Bahamas-Baltimore, circa 1885-1905.

BURGESS, Robert H., "The schooner WILLIAM T. PARKER", Chesapeake Skipper, pp. 19, 33, April 1949; ill. Three-master built Milton, Del., 1891.

GLOVER, R., "York boats", Beaver, pp. 19-23, March 1949; ill. "The most complete article yet published on these celebrated craft of the northern waterways."

HOLMES, Sir Maurice, "Captain James Cook RN", Endeavor, v. 8, pp. 11-17, Jan. 1949. Includes a fine color portrait of the ENDEAVOR Bark.

JOHNSON, Irving, "The YANKEE's wonderland", Nat. Geog., v. 95, pp. 1-50, Jan. 1949. Ill.

SCHULTZ, John E., "Sea fever", Nat. Geog., v. 95, pp. 237-268, Feb. 1949. Ill. From Ecuador, down the Amazon, and across to Miami in a 17-ft dugout canoe.

SPENGLER, Friedrich, "Aus der Segelschiff-fahrtszeit", Landboten-Verlag, Bremen; 65 pp., ill; 1948. Ships built at St. Magnus, on the Lesum, 1778-1870.

BOOK REVIEWS

PARKER, Lt. W. J. Lewis, U.S.C.G., "The Great Coal Schooners of New England, 1870-1909", 135 pp., 22 ill., Mystic, Conn., Marine Historical Assn., 1948; price \$2.00.

Lieut. Parker's study of the role of the schooner in the coasting coal trade of New England is long overdue. Readers of LOG CHIPS are already familiar with the names of the four-, five-, and six-masted schooners built for this business, but Parker's book for the first time gives the background of the trade. The dates covered span the period from the putting into service of the first Reading steam colliers (RATTLESNAKE, built 1869, and CENTIPEDE, built 1870), and the opening of the Virginia Railway in 1909.

In between, the schooner operators successfully met steamer competition and beat it (the Reading had to turn its steamers into barges); they beat barge competition (which began in 1884 with the COAL KING) by building bigger schooners; and they held their own against the New England Gas & Coke Co.'s steam colliers and whalebacks from the Lakes. The Virginian's coal piers at Sewall's Point brought excess loading capacity into the soft coal trade for the first time, thereby eliminating the necessity for steamers to lie idle waiting for schooners to load. The wooden schooner -- the "millstone around the neck of New England" -- thus was doomed.

Included among the illustrations in the book are lines and sail plan of the five-master MARGARET MASKELL of 1904, and cabin plan of the five-master JANE PALMER. The chapters are fully annotated, and there is an excellent bibliography, although no index.

ROWE, William Hutchinson, "The Maritime History of Maine: Three Centuries of Shipbuilding and Seafaring", 333 pp., 36 ill., New York, W.W. Norton & Co., 1948; price \$6.00.

Mr. Rowe, who is already well known as the author of "Shipbuilding Days in Casco Bay" and other studies of the Portland region, has now covered the whole Maine coast in a volume that should be placed alongside Morison's "Maritime History of Massachusetts." It brings together the history of a region, which up to now has been treated of only in specialized local studies. There is a full index, a comprehensive bibliography, and a list of Maine-built clippers in an Appendix.

KAHRE, Georg, "Under Gustaf Eriksons Flagga", 204 pp., 56 ill.; Marishamn, Finland, Alands Nautical Club, 1948.

Gustaf Erikson (1872-1947) was probably the best-known shipowner in recent times. By buying sailing ships at scrap prices and taking advantage of the requirement in several Baltic countries that licensed ship's officers must serve time in square rig to run them with only nominal labor costs, he was able to keep together the world's last fleet of square-riggers.

This book tells the life story of Capt. Erikson, and describes the 64 vessels, sail, steam, and motor, that he owned. Of particular interest is the portion dealing with the captain's own commands, when, like a Yankee skipper of a century earlier, he tramped the seven seas, sending back regular dividends to the owners.

Our only criticism of this volume concerns the price. A copy, paper bound, costs about \$8.

NEW PERIODICAL

We have received vol. 1, no. 1, new series of "Spindrift", edited by John Anderson, 41 Adams St., Falkirk, Scotland. This publication, which has appeared in several formats since the War, is now a printed quarterly. The subscription is 5s per annum.

RUSSIAN NAVAL RECORDS

"Morskii Zapiski" (Naval Records) is published quarterly by the Association of Former Russian Naval Officers in America at 465 Lexington Ave., New York City 17. Now in its 7th year, it sells for \$1 per issue. Those interested in Czarist Naval history (who can read Russian) will find this of value.

HERRESHOFF RECORDS TO M.I.T.

On 18 February 1949, all the records, plans, models, and photos of the Herreshoff Manufacturing Company of Bristol, R.I., were received by the Hart Nautical Museum of the Massachusetts Institute of Technology, Cambridge, Mass.

Although this firm was concerned chiefly with yachts, it also built some of the earliest torpedo boats in the United States Navy. Those who followed L. Francis Herreshoff's "Common Sense of Yacht Design" in "Rudder" know how original the Herreshoffs were, and will be glad to know their papers are preserved.

THUMBNAIL HISTORIES OF THE EAST COAST SCHOONERS

In response to numerous requests, there is commenced in this issue of LOG CHIPS a series of brief histories of the East Coast schooners listed in previous issues. The vessels' names are arranged in alphabetical order, and the signal letters are included to permit ready cross-referencing to the chronological lists that give ton-

nages and particulars of building.

We are indebted to Messrs G.M.S.Tod, R.H.I.Goddard Jr., C.S.Morgan, and W.J.L. Parker for information supplementing that in the files of LOG CHIPS.

As always, we would be glad to be informed of errors or omissions in these listings.

THOMAS W. LAWSON SEVEN-MASTED SCHOONER (see p.53, March 1949 LOG CHIPS)
KRWS 13 Dec.1907 wrecked at Scilly Islands.

SIX-MASTED SCHOONERS (see p.4, July 1948 LOG CHIPS)
ADDIE M. LAWRENCE KSEH 9 July 1917 wrecked at Les Boeufs, France
ALICE M. LAWRENCE KVRT 5 Dec.1914 wrecked Tuckernuck Shoal, Vineyard Sound, Mass.
DELAWARE SUN KSRL Ex WILLIAM L. DOUGLAS. 18 Dec.1917 wrecked on jetty at entrance to Sabine River, Texas.
DOVREFJELD LGSF Built at Noank, Conn., 1882, as paddle steamer RHODE ISLAND. 1917 converted to 6m.sch.at New York. 28 Feb.1919 foundered 32 miles east of Cape Hatteras, bound to River Plate with lumber. 1858 gross tons.

EDWARD BURGESS Designed by W.Starling Burgess to be built by J.M.Brooks at East Boston, 1902, for A.C.Crandall. Was to have had steam auxiliary. Finished in 1904 as 5m.sch. JANE PALMER KTIM (see below).

EDWARD B. WINSLOW KWSL 10 July 1917 burned off St.Nazaire, France.
EDWARD J. LAWRENCE KWND 27 Dec.1925 burned at Portland, Maine.
ELEANOR A. PERCY KQJM 26 Dec.1919 foundered in 48-30 N, 17-45 W; 13 of crew lost.
GEORGE W. WELLS KQCL 3 Sept.1913 lost on Ocracoke Island, North Carolina.
MERTIE B. CROWLEY KTGR 23 Jan.1910 wrecked on Wasque Shoal, Marthas Vineyard.
RUTH E. MERRILL KTNB 12 Jan.1924 foundered in Vineyard Sound.
WILLIAM L. DOUGLAS KSRL Lost as DELAWARE SUN; see above. Named for the shoemaker.
WYOMING LBGH 12 March 1924 foundered off Chatham, Cape Cod, Mass., taking down her crew of 14.

FIVE-MASTED SCHOONERS (see pp. 4-5 of July 1948 LOG CHIPS)
ARTHUR SEITZ KRDG 24 May 1902 wrecked in Vineyard Sound, Massachusetts.
ASTA LNSW Ex VIRGINIA PENDLETON; later ROBERT L.LINTON; scrapped about 1933.
BAKER PALMER KRFS 11 Dec.1915 foundered in 34-21 N, 64-47 W.
CARROLL A. DEERING LQPD 31 Jan.1921 wrecked on Hatteras; all 11 crew lost.
CORA F. CRESSY KRPO Renamed SHOW BOAT about 1929; 1938 became lobster pound at Medomak, Maine, below Waldoboro.
COURTNEY C. HOUCK LDCG Laid up Boothbay Harbor 1930; burned there about 1943.
DAVIS PALMER KVDG 25 Dec.1909 foundered off Boston Harbor; 9 lives lost.
DOROTHY PALMER KSLV 29 Mar.1923 wrecked Stone Horse Shoal, Massachusetts.
DOROTHY B. BARRETT KTNB 14 Aug.1918 torpedoed off Anglesea, New Jersey.
DUNHAM WHEELER LHMK 8 Nov.1930 foundered off Cape Canaveral, Florida.
EDNA HOYT MCGH 25 Nov.1937 towed into Lisbon badly damaged; hulked there.
EDWARD B. WINSLOW LKPS Ex ST.JOHN'S N.F. 12 Dec.1928 foundered 40-27 N, 71-50 W.
ELIZABETH PALMER KSPW 26 Jan.1915 rammed ss WASHINGTONIAN off Fenwick I. Light-house, Delaware; both sank; 1 man from steamer lost.
ELVIRA BAIL KTHL 8 Feb.1909 abandoned 130 miles off Cape Charles, Va.
FANNIE PALMER (I) KQLP 9 Jan.1906 ashore Dam Neck Mills, Va.; salvaged and renamed GEORGE P.HUDSON. Sunk 11 July 1914.
FANNIE PALMER (II) KWON 6 Dec.1916 abandoned 500 mi.W of Gibraltar, bound from Norfolk to Cartagena. Crew taken off by ss LADY PLYMOUTH.
FRANK M. DEERING LFTQ Ex JEROME JONES. 6 Feb.1923 wrecked near Cobbs I., Va.

(to be continued)

Four-masted schooners built on the Pacific Coast:

Name	Gross Tons	Year built	Builders
VICTORIA (ex barge)	344 (old measurement)	San Francisco (rebuilt) 1886	Thos.E. Trueworthy
NOVELTY	592	North Bend, Oregon 1887	A.M. Simpson
KITSAP	791	Port Ludlow, Wash.	T. McDonald
VOLUNTEER	585	Hoquiam, Wash.	H.D. Bendixsen
WM. F. WITZEMANN	473	Fairhaven, California 1888	Hall Brothers
E.K. WOOD	520	Port Blakely, Wash.	Hans R. Reed
PURITAN	614	Port Blakely, Wash.	Hall Brothers
ROBERT SEARLES	608	Port Blakely, Wash. 1889	Hall Bros.
GARDNER CITY	475	North Bend, Oregon	Peter Matthews
GOLDEN SHORE	699	Port Blakely, Wash.	Hall Bros.
OLGA	498	Eureka, California	Hall Bros.
ROBERT LEWERS	732	Port Blakely, Wash. 1890	Hall Bros.
AIDA	533	Port Ludlow, Wash.	T.H. Peterson
CARRIER DOVE	707	Port Blakely, Wash.	Hall Bros.
KING CYRUS	717	Port Blakely, Wash.	Hall Bros.
SALVATOR	467	Eureka, California.	Hall Bros.
SPOKANE	639	Port Blakely, Wash. 1891	Hall Bros.
ALICE COOKE	782	Port Blakely, Wash.	Hall Bros.
ALOHA	814	Port Blakely, Wash.	Hall Bros.
BANGOR	511	Eureka, California	Peter Matthews
ETHEL ZANE	498	Eureka, California	Peter Matthews
METEOR	600	Port Blakely, Wash.	Hall Bros.
PROSPER	605	Port Blakely, Wash.	Hall Bros.
R.W. BARTLETT	521	Fairhaven, Calif.	H.D. Bendixsen
TRANSIT	547	Ballard, Wash.	T.H. Peterson
W.H. TALBOT	817	Port Blakely, Wash. 1892	Hall Bros.
JOHN D. TALLANT	561	Alameda, California	Alexander Hay
LYMAN D. FOSTER	777	Port Blakely, Wash.	Hall Bros.
WM. BOWDEN	778	Port Blakely, Wash. 1893	Hall Bros.
C. S. HOLMES	430	Port Blakely, Wash. 1895	Hall Bros.
JOHN A. CAMPBELL	545	Port Blakely, Wash.	Hall Bros.
MURIEL	537	Alameda, California	Hay & Wright
NOKOMIS	545	Port Blakely, Wash.	Hall Bros.
OKANOGAN	721	Port Blakely, Wash. 1896	Hall Bros.
DEFENDER	446	Fairhaven, California 1897	H.D. Bendixsen
ANNIE M. CAMPBELL	565	Port Blakely, Wash.	Hall Bros.
DEFIANCE	604	Hoquiam, Wash.	Peter Matthews
ENDEAVOR	565	Port Blakely, Wash.	Hall Bros.
NOMAD	565	Port Blakely, Wash.	Hall Bros.

1898

A. J. WEESE	543	Aberdeen, Wash.	
A. M. PAINTER	516	Fairhaven, Calif.	H. D. Bendixsen
DAUNTLESS	548	Hogquam, Wash.	G. H. Hitchings
ERIC	574	Port Blakely, Wash.	Hall Bros.
H. D. BENDIXSEN	641	Fairhaven, Calif.	H. D. Bendixsen
HONOLULU	564	Alameda, Calif.	Hay & Wright
JAMES H. BRUCE	523	Fairhaven, Calif.	H. D. Bendixsen
MARY E. FOSTER	550	Port Blakely, Wash.	Hall Bros.

1899

ADMIRAL	683	North Bend, Ore.	North Bend Mill Co.
COLUMBIA	634	Hogquam, Wash.	G. H. Hitchings
FRED J. WOOD	681	Hogquam, Wash.	G. H. Hitchings
HENRY WILSON	472	Aberdeen, Wash.	John Lindstrom
JAMES ROLFE	586	Fairhaven, Calif.	H. D. Bendixsen
LOTTIE BENNETT	566	Port Blakely, Wash.	Hall Bros.
MANILA	731	North Bend, Ore.	A. M. Simpson (N. Bend Mill Co.)
PHILIPPINE	523	Alameda, Calif.	Hay & Wright
ROBERT R. HIND	564	Alameda, Calif.	Hay & Wright
S. T. ALEXANDER	779	Fairhaven, Calif.	H. D. Bendixsen
WM. H. SMITH	566	Port Blakely, Wash.	Hall Bros.
WINSLOW	566	Port Blakely, Wash.	Hall Bros.

1900

A. B. JOHNSON	529	Aberdeen, Wash.	John Lindstrom
ARIEL	726	Benicia, Calif.	Matthew Turner
BAINBRIDGE	566	Port Blakely, Wash.	Hall Bros.
CHURCHILL	685	North Bend, Ore.	A. M. Simpson (N. Bend Mill Co.)
COMMERCE	653	Alameda, Calif.	Hay & Wright
EXPANSION	545	Alameda, Calif.	Hay & Wright
F. M. SLADE	737	Aberdeen, Wash.	McWhinney & Cousins
FEARLESS	736	Hogquam, Wash.	G. H. Hitchings
FOREST HOME	763	Marshfield, Ore.	H. E. Haackendorff
FORESTER	663	Alameda, Calif.	Hay & Wright
HELENE	927	Port Blakely, Wash.	Hall Bros.
IRENE	772	Fairhaven, Calif.	H. D. Bendixsen
LUDLOW	762	Port Blakely, Wash.	Hall Bros.
LUZON	720	Alameda, Calif.	Hay & Wright
MINNIE A. CAINE	890	Seattle, Wash.	Moren Brothers
OLIVER J. OLSON	657	Aberdeen, Wash.	John Lindstrom
R. C. SLADE	673	Aberdeen, Wash.	John Lindstrom
ROSAMOND	1030	Benicia, Calif.	Matthew Turner
RUTH M. GODFREY	597	Port Blakely, Wash.	Hall Bros.
SANTA PAULA (oil tanker)	650	Fairhaven, Calif.	H. D. Bendixsen
SEHOME	680	New Whatcom (now Bellingham), Wash.	Charles Fulton
STIMSON	693	Ballard, Wash.	T. C. Reed
WILLIAM OLSEN	523	Alameda, Calif.	Hay & Wright

1901

A. F. COATS	617	Hogquam, Wash.	Hitchings & Joyce
ALPENA	970	Port Blakely, Wash.	Hall Bros.
ALUMNA	696	North Bend, Ore.	North Bend Mill Co.
ALYONA	772	Fairhaven, Calif.	H. D. Bendixsen
BALBOA	777	Port Blakely, Wash.	Hall Bros.
DAVID EVANS	821	Marshfield, Ore.	Pacific S. B. Co. (Haackendorff yard)
E. B. JACKSON	682	Aberdeen, Wash.	John Lindstrom

Four-masted schooners built on the Pacific Coast, 1901, continued.

ELDORADO	881	Aberdeen, Wash.	McWhinney & Cousins
GAMBLE	726	Port Blakely, Wash.	Hall Brothers
JAMES SEMNETT	766	Marshfield, Ore.	H. E. Heuckendorff
KAILUA	736	Hoquiam, Wash.	G. H. Hitchings
KONA	679	Alameda, California	Hay & Wright
MAHUKONA	738	Hoquiam, Wash.	Hitchings & Joyce
MINDORO	679	Alameda, Calif.	Hay & Wright
OTELIA PEDERSEN	789	Everett, Wash.	C. G. White
SAMAR	710	Alameda, Calif.	Hay & Wright
SOLANO	728	Benicia, Calif.	M. Turner
SOPHIE CHRISTENSON	675	Port Blakely, Wash.	Hall Bros.
W. J. PATTERSON	645	Aberdeen, Wash.	John Lindstrom
WATSON A. WEST	818	Aberdeen, Wash.	McWhinney & Cousins
WEMPE BROS.	681	Aberdeen, Wash.	John Lindstrom
WM. F. GARMS	1094	Everett, Wash.	C. G. White

1902

ALERT	623	Hoquiam, Wash.	Hitchings & Joyce
ANDY MAHONY	566	Aberdeen, Wash.	John Lindstrom
ARGUS	566	Marshfield, Ore.	Pacific Shipbuilding Co.
BLAKELEY	751	Port Blakely, Wash.	Hall Bros.
BOREALIS	764	Fairhaven, Calif.	Bendixsen Shipbuilding Co.
CAMANO	730	Port Blakely, Wash.	Hall Bros.
CAROLINE	511	Port Blakely, Wash.	Hall Bros.
CECILIA SUDDEN	643	Fairhaven, Wash. (now Bellingham)	Charles Fulton
EDWARD R. WEST	835	Aberdeen, Wash.	W. H. McWhinney
ESPADA	777	Fairhaven, Calif.	Bendixsen Shipbuilding Co.
J. H. LUNSMANN	1090	Everett, Wash.	C. G. White
M. TURNER	816	Benicia, Calif.	M. Turner
MABEL GALE	762	Port Blakely, Wash.	Hall Bros.
MARCONI	693	North Bend, Ore.	Simpson Lumber Co.
MELROSE	615	Hoquiam, Wash.	Hitchings & Joyce
POLARIS	790	Marshfield, Ore.	E. Heuckendorff
RESOLUTE	684	Hoquiam, Wash.	Hitchings & Joyce
SALEM	767	San Francisco, Calif.	W. F. Stone
SOQUEL	767	San Francisco, Calif.	W. F. Stone
TAURUS	551	Marshfield, Ore.	E. Heuckendorff
VIRGINIA	585	Alameda, California	Hay & Wright
WILBERT L. SMITH	848	Ballard, Wash.	Globe Const. Co. (T. C. Reed)
WILLIS A. HOLDEN	1188	Ballard, Wash.	Globe Const. Co. (T. C. Reed)
WM. NOTTINGHAM	1204	Ballard, Wash.	Globe Const. Co. (T. C. Reed)

1903

ALEX. T. BROWN	788	Ballard, Wash.	Globe Const. Co. (T. C. Reed)
ANNIE E. SMALE	845	Marshfield, Ore.	

1904

ENSIGN	618	Everett, Wash.	C. G. White
J. W. CLISE	845	Ballard, Wash.	Globe Const. Co. (T. C. Reed)

1914

COQUITLAM CITY	933	Port Coquitlam, B. C.	Coquitlam S. B. & Mar. Ry. Co. (George Wagstaff)
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1916

ELSE	814	Tacoma, Wash.	Babare Bros.
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(to be concluded, and followed by a list of five-masters)

UNITED KINGDOM LAUNCHINGS, 1891, continued

Russell & Co., Port Glasgow and Greenock. Port Glasgow yards.

MARIA RICKMERS	5m.Bark	3822	R.C.Rickmers, Bremen (Steam aux., compl. 1892)	5700
INVERTROSSACHS	4m.Bark	2710	David Bruce, Dundee	4200
GOWANBANK	4m.Bark	2288	A. Weir, Glasgow	3600
GLENOGIL	4m.Bark	2285	Edgar & Co., Liverpool (Completed 1892)	3600
KING EDWARD	Ship	1734	J.A.Walker & Co., Glasgow	3800
DECHMONT	Ship	1727	A.R.Thom & Co., Glasgow	2830
GRATIA	Bark	1604	M.F.Stray, Christiansand, Norway	2500
VILDANDEN	Ship	1607	Bruusgaard & Kipsterud, Drammen, Norway	2500
SIGURD	Bark	1611	O.Olsen, Stavanger, Norway (Completed 1892)	2500
FIORE			A/S Fido (Mathias Hansen), Christiania	
BELMONT	Bark	1528	J.A.Black, Glasgow	2450
COLLESSIE	Bark	1465	George Gray, McFarlane & Co., Glasgow	2400
SENEGAL	Bark	1462	G.M.Steeves, Liverpool	----
PAX	Bark	1428	J.H.Husted, Elsfleth, Germany	2300
PROFESSOR KOCH	Bark	1476	C.H.H.Winters, Elsfleth, Germany	2400
CAMBUSNETHAN	Bark	1458	Robert Russell & Co., Glasgow	----
INVERRAMSAY	Bark	1438	George Milne, Aberdeen	2375
FELIX	Bark	1165	J.H.Husted, Elsfleth, Germany	1400

Scott & Co., Greenock

ROSS-SHIRE	4m.Bark	2257	Thomas Law, Glasgow	
GOSFORD	4m.Bark	2251	Briggs, Harvie & Co., Greenock (Completed 1892)	

Robert Duncan & Co. Lim., Port Glasgow

JOSEPHINE TROOP	Ship	1568	Troop & Son, St. John, New Brunswick	----
SAMARITAN	4m.Bark	2147	William Thomson & Co., Liverpool	3600
FAR			1914 Th. Brøvig, Farsund, Norway	
WAMPHRAY	4m.	1924	Village Line (T.C.Guthrie), Glasgow	3000
HELEN BREWER	Ship	1607	C. Brewer & Co., Honolulu	2550
HOWARD D. TROOP	4m.Bk	2165	Troop & Son, St. John, New Brunswick (Compl. 1891)	3600
ANNIE M. REID			James Rolph, San Francisco	

William Hamilton & Co., Port Glasgow

BARDOWIE	Ship	2146	Hamilton, Harvey & Co.	3500
DUNSYRE	Ship	2149	Potter Brothers, London	3400
DAVID MORGAN	Bark	1566	H.O.Morgan, Liverpool	2550
DURBRIDGE	Ship	2201	Potter Brothers, London (Completed 1892)	3700
STEINBEK			Knöhr & Burchard, Hamburg	
NORTHERN LIGHT			1917 United States Shipping Board, Seattle	
ARAPAHOE			1917 United States Shipping Board, Seattle	
STAR OF FALKLAND			1922 Alaska Packers Association, San Francisco	

Murdoch & Murray, Port Glasgow

HALVAR	Bark	910	N. Petterson, Helsingborg, Sweden	
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Archibald McMillan & Sons Lim., Dumbarton

INVERCAULD	Bark	1416	George Milne, Aberdeen	2300
BARODA	Bark	1417	W. & J. Crawford, Greenock	2425
ALEXANDER BLACK	Bark	1493	William Mitchell, Londonderry	----
STIPAN	Bark	1056	M.S.Bielich, Cuciste, Austria	1700

STEFANO BIANCHI

PEPPINO

JUANITO

ROSENDO MACIA

HIAWATHA	Ship	1570	Vda.Llusa & R. Macia Sen.C., Barcelona	
			Henrich Bjorn Jr., Kragerø, Norway	2500

UNITED KINGDOM LAUNCHINGS, 1891, continued.

Archibald McMillan & Sons Lim., Dumbarton, continued.

VERAJEAN	Ship	1946	James McMillan, London	3100
INVERESK	Bark	1415	George Milne, Aberdeen	----
AGHIOS SPYRIDON (steamer) Piraeus, Greece				
ARETHUSA	Bark	1279	J.M.McFarlane & Co., Greenock	----

Alexander Stephen & Sons, Linthouse, Govan, Glasgow

URANIA	Bark	1689	Tellef Larsen, Arendal, Norway	
AFON ALAW	4m.Bark	2052	Hughes & Co., Menai Bridge, Liverpool	
STOREBROR		1915	A/S Excelsior (S.O.Stray), Christiansand, Nor.	

Barclay Curle & Co.Lim., Whiteinch, Glasgow

TALUS	Ship	2090	A. & J.H.Carmichael & Co., Greenock	
MOUNT STEWART	Ship	1903	Donaldson, Rose & Co., Aberdeen	
CROMDALE	Ship	1903	Donaldson, Rose & Co., Aberdeen	
BRENDA	Ship	2122	Ferguson & Latham, Greenock (Completed 1892)	
SPRINGBURN	4m.Bark	2655	Robert Shankland & Co., Greenock (Completed 1892)	

ALEXANDRE A.D.Bordes & Fils, Dunkirk

Charles Connell & Co., Whiteinch, Glasgow

MELPOMENE	Ship	1787	B. Wencke Sohne, Hamburg, Germany	
OTHMARSCHEN	Ship	1787	C.M.D.Jørgensen, Hamburg	

ALSTERHAL

ALBERTUS VINNEN

1911 Bremer Stahlhof A/G, Bremen

LUCIA

Chile

VICTOR ARANDA (tow-barge) Chile

ESTE	Bark	1414	F.C.Bramslow, Hamburg	
THISTLE	4m.Bark	2284	J.D.Clink, Greenock	
VALKYRIE	Ship	2270	J.D.Clink, Greenock (Completed 1892)	
JOHN CARSWELL	Bark	1396	John Carswell, Greenock	
CALLUNA			J.D.Clink, Greenock	
CRAIG ELVAN	Bark	1412	John Carswell, Greenock	
LUCKNOW	Bark	1408	W. & J. Crawford, Greenock	

KIRSTEN

A/S Kirsten (B.Berg), Stavanger, Norway

VIMEIRA 4m.Bark 2233 John Hardie & Co., Glasgow

PYRENEES 4m.Bark 2243 John Hardie & Co., Glasgow

MANGA REVA 1906 Manga Reva Co., New York.

VOLGA Ship 1817 J. Nourse, London

R. P. RITHET Bark 1080 C. Brewer & Co., Honolulu

Fairfield Shipbuilding & Engineering Co.Lim., Glasgow

PASS OF MELFORT 4m.Bk 2346 Gibson & Clark, Glasgow 3950

Alexander Stephen & Son, Dundee

ANNIE SPEER	Bark	1540	Brownells & Co., Liverpool (Iron frame; steel beams and shell)
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BANKLEIGH

CERES

Rasmus F. Olson, Bergen

KIRK HILL Bark 1540 John Steel & Son, Liverpool (Iron & Steel)

W. B. Thompson & Co.Lim., Dundee

JUTEOPOLIS 4m.Bk 2842 Charles Barrie, Dundee

GARTHPOOL

1918 Marine Nav.Co., Montreal

Grangemouth Dockyard Co., Grangemouth and Alloa. Alloa yard.

PEHR UGLAND Bark 1326 J.L.Ugland, Arendal, Norway

LORD BRASSEY 4m.Bark 2749 John Herron & Co.

GERD Bark 780 A.O.Lindvig, Kragersø, Norway

1200

UNITED KINGDOM LAUNCHINGS, 1891, continued.

Grangemouth Dockyard Co., Grangemouth and Alloa. Grangemouth yard.

HJERTNESS	Bark	775	A.J.Freborg, Sandefjord, Norway	1200
NORDEN	Bark	780	S. Hansen, Christiania, Norway	1200
PHAROS	Bark	1293	Eugene Collett, Hamburg	----

TORSØ

PRIMUS	Bark	1086	Julius Hendorff, Elsfleth, Germany	1750
TURIST	Bark	776	H.C.A.Michelsen, Sandefjord, Norway (Compl.1892)	1200

Ramage & Ferguson, Leith

TRADE WINDS	4m.Bark	2859	G.N.Gardiner & Co., Liverpool	4400
MAGDALENE			D.H.Wätjen & Co., Bremen	
OPHELIA			1913 Rhederi A/G von 1896, Hamburg	
DRUMROCK	4m.Bark	3182	Gillison & Chadwick, Liverpool	4800
PERSIMMON			1899 F.Laeisz, Hamburg	
HELWIG VINNEN			1913 F.A.Vinnen & Co., Bremen	
LOG TYEE (barge)			Hecate Straits Towing Co.	
DRUMROCK (barge)			1925 Pacific Coyle Navigation Co., Vancouver B.C.	
WILHELM TELL	4m.Bark	3107	Ehrensperger, Eckstein & Mead, Liverpool	----
EDMUND			G.H.J.Siemers & Co., Hamburg	
PROCYON	Bark	2122	W.S.Croudace, Dundee (Completed 1892)	----

Charles J. Bigger, Londonderry

SILVERSTREAM	Bark	1242	W.P.Herdman, Belfast	1950
CRAIGLANDS	Bark	1241	Squarey & Kendall, Liverpool	2000
MARGIT			Larvik, Norway	
FERNDALE	Bark	1340	J.Henry Iredale & Co., Liverpool	2200
BEECHDALE	Bark	1358	J.Henry Iredale & Co., Liverpool	2200
PARKDALE	Bark	1480	J.Henry Iredale & Co., Liverpool	2400
ITAMARACA (motorship)			Brazil	
MASHONA	4m.Ship	2499	William Lowden & Co., Liverpool	4000
JOHN COOKE	Ship	1879	William Mitchell, Londonderry (Compl.1892)	3000
INVERAVON			George Milne, Aberdeen	

Paul Rodgers & Co., Carrickfergus

SOUTH AMERICAN Bktn	417	G.W.Phillips & Co., Belfast	600
WESTFIELD		1903 Weston & Co., Jacksonville, Florida	

Workman, Clark & Co., Belfast

MARIAN WOODSIDE	Bark	1549	Not in Lloyd's for 1892.
ARCHDALE	Bark	1557	J.Henry Iredale & Co., Liverpool
LORD ELGIN			R. Russell & Co., Liverpool
RATHDOWN	Bark	2145	Sir Richard Martin & Co., Dublin
DUNDONALD	4m.Bark	2205	Thomas Dixon & Sons, Belfast
LOUGH NEAGH	Bark	973	McWilliams, Smyth & Co.
EMILIA CIAMPA			
FRANCESCO C			Signora A.V.Canepa, Genoa
INVERMORE	Bark	1600	H.Hutton & Co., Belfast
GALGORM CASTLE	Bark	1596	Northern Shipowners Co., Belfast (Completed 1892)
HOWTH	4m.Bark	2244	Sir Richard Martin & Co., Dublin (Completed 1892)
HORN SHELL			Anglo Saxon Petroleum Co., London

SHIPBUILDING IN BRITAIN IN 1891

Steel by now was the universal ship-building material. Only GORDOVA, built by R. & J. Evans, is listed as of iron; while ANNIE SPEER, KIRKHILL, and ANNA L. were of mixed iron and steel construction.

The largest sailing vessel launched in 1891, by far, was the five-masted auxiliary bark MARIA RICKMERS; after her the largest were the four-masted barks FORTEVIOT of 3080 gross tons and 4900 deadweight and DRUMROCK of 3182 gross and 4800 deadweight.

There were two four-masted ships on the list, EULOMENE and MASHONA. DITTON, 2901 gross tons, was the largest three-masted ship; while PROCYON, 2122 tons, was the largest three-masted bark. ANNIE SPEER had the further distinction of possessing a straight stem like a steamer.

At least three of the 1891 ships were owned in the United States. BELMONT, although registered in Glasgow, seems to have been owned by Irving G. Hall of Boston, and in 1914 she came openly under his ownership and the American flag. She is last heard of as a barge at Mobile in the late thirties. R.P. RITHET was built for the San Francisco-Honolulu packet line managed by Welch & Co. of San Francisco, and acquired American nationality in 1900. In 1907 she was taken over by the Matson Line, who installed a couple of Bolinders engines in her in 1916. On 24 July 1917 she was lost by fire on a voyage from Mahukona to San Francisco. HELEN BREWER was built to trade between Boston and the Pacific Ocean and also became American in 1900. She disappeared at sea with all hands in 1903 after sailing from Sourabaya, Java, for the Delaware Breakwater.

Among the other 1891 ships that later were owned in the United States are noted the following:

WINDRUSH in 1914 was admitted to American registry under the ownership of the Shephard & Morse Lumber Co., Boston. She was lost in collision with the Spanish ss BUENOS AIRES in May 1920 in the North Atlantic, taking down 5 of her crew.

GRATIA was acquired by New York owners in 1919 and later became a fishing barge at Los Angeles, California. She is listed as stranding at Redondo Beach, California, in April 1932, but her hull was there in

good shape in January 1933.

SIGURD, as FIORE, was owned by F.W. Eansor of Jacksonville, Florida, in 1922 and was scrapped in 1925.

FELIX was admitted to American registry in 1896 as a schooner barge, owned by Scully's Towing & Transportation Line. She went down off Fire Island with her crew of 4 on 1 March 1914.

HOWARD D. TROOP was renamed ANNIE M. REID by Mayor James Rolph of San Francisco and acquired American registry in 1914. She was scrapped after Rolph's death in 1934.

DUNSYRE was bought by Eschen & Minor of San Francisco, acquiring American papers in 1915. After numerous changes of ownership she was bought in 1935 by the Island Tug & Barge Co. of Victoria, B.C., and was wrecked the following year while serving as a hogged-fuel barge.

STEINBEK was seized at Seattle in 1917 when the United States entered World War I, and as STAR OF FALKLAND was wrecked in Unimak Pass on 23 May 1928.

BARODA was abandoned to the underwriters after being ashore on the coast of Oregon in August 1901. Her hull was made into a barge by James Griffiths and Sons of Seattle, under Canadian registry.

PYRENEES was beached at Matza Reva in 1900, as described in Jack London's "The Seed of McCoy". She was floated by I.E. Thayer of San Francisco, who by spending 10 times her cost in the wrecked condition qualified her for U.S. registry under a special Act of Congress approved 28 April 1904. She was lost with all hands in the war zone in April 1917.

DRUMROCK, as HELWIG VINNEW, spent World War I at Santa Rosalia, Mexico, and was acquired from the Reparations Commission in 1921 by the Dollar Line of San Francisco, who resold her to become a log barge. She was wrecked in British Columbia in February 1927.

SOUTH AMERICAN was ashore in September 1900, but was repaired and in 1903 was admitted to American registry as the WESTFIELD of Jacksonville, Florida. We have no record of what became of her after that.

NEW PERIODICAL ON SHIP MODELS

We have just received vol.1, number 1, of "Ship Models", published bimonthly by Robert A. Nash, 22 South Baldwin Avenue, Sierra Madre, California. 35¢ a copy, \$2 per year (six issues).